

Land of Lincoln Limited

St. Louis
Springfield
South Pekin



Saturday, October 19, 1996 Sunday, October 20, 1996

Sponsored by the St. Louis Chapter, National Railway Historical Society
In Cooperation with Union Pacific Railroad

Welcome Aboard!

Your hosts in the St. Louis Chapter of the National Railway Historical Society (NRHS), along with Union Pacific Railroad, welcome you aboard this special excursion train through the heart of Central Illinois.

Our train today operates along an interesting and little-traveled route through the historic central region of Illinois, across rich prairies and through beautiful autumnal woodlands which line the valleys of several rivers and large creeks.

The part of the route from St. Louis to near Springfield passes through an area which has historically been one of Illinois' most important coal mining regions. Many communities through which we pass, such as Edwardsville, Staunton, Benld and Gillespie trace much of their development to the many coal mines which once dotted the landscape.

Our train then passes near Springfield, crosses the historic Sangamon River, and rolls across the prairies and valleys not far from Petersburg and the historic village of New Salem. These communities and their surrounding area were closely associated with many events in the life of Abraham Lincoln during the years he spent in Illinois before leading our nation through the tumultuous and terrible period of the Civil War.



Union Pacific's beautiful E9 passenger diesel locomotives will lead our train today. They are seen here along the Missouri River near Hermann, Mo. Union Pacific Railroad photo.

For Your Safety and Comfort

Safety First! These are the two most important words on the railroad, and they should be your two most important words today, too. *For safety's sake:*

- **Always watch your step!** Be especially careful...
- Getting on or off the train, or
- When walking about the train or between cars.
- At stops, watch your footing on uneven ground, gravel, and track ballast stone.
- Always step **over**, never on top of, the rail.
- Always **walk**, never run.
- Keep your head, hands and arms fully inside the train at all times!
- Please *always* follow the instructions of your car host or other NRHS or railroad crew members, especially at photo stops. They are there to assist you, and to assure that you and your fellow passengers will have an enjoyable and safe experience.

- If you get a wind-blown particle in your eye while in a vestibule area, *do not rub the eye*. Let the eye's natural watering action help to remove the particle.
- A medical team is on board. **For medical assistance, contact any crew member.**
- Children should not play in the aisles.
- Packages, camera bags, suitcases etc. must be kept out of the aisles and off the seats. Please use the overhead baggage racks.
- Union Pacific does not permit large coolers to be brought aboard the train. Your cooperation is appreciated.
- No sandals, thongs or bare feet are permitted. We reserve the right to insist on appropriate, safe footwear.
- If you have a scanner radio, AM/FM radio or tape/CD player, please use an earphone or headphones out of consideration for your fellow passengers.
- **Alcoholic beverages may not be brought aboard or consumed on the train, nor anywhere on railroad property.**

Lincoln Land Coal Hauler A Railroad History of the Route

The history of the route of today's excursion on the Madison Subdivision of the Union Pacific Railroad is, by the standards of railroads on the St. Louis region and Central Illinois, an unusual one. Unlike most railroads in the region, it goes through few major towns or cities, and almost seems to avoid major population centers, such as the state's capital city, Springfield, by design. Also unlike many railroads of the region, this route has relatively few connections with other railroads to enable interchange of traffic between roads. Finally, the route of our trip developed in a decidedly checkered fashion. Most railroads in Central Illinois were developed in the manner which we commonly associate with the lore of railroad building, with construction of a continuous route in linear fashion. But much of our route came into being as the part of now long-defunct companies whose lines were carved up and sold off in pieces, with those pieces then being reassembled as the parts of new routes of other companies.

But in being somewhat different from other railroads of the territory which it traverses, our route is also quite like them in one respect: for generations, its primary traffic base consisted of one commodity — coal. Along with other railroads which parallel and cross it on the prairies of Central Illinois, this route once had many mines along its tracks, mines which provided thousands of carloads of 'black diamonds' each year. Today, however, there is only one operating mine along the route. But in that, the route bears more of a similarity than dissimilarity to other Illinois railroads today, which also once had many mines to service, and now have few, or none. Indeed, if our route has any distinction in the railroad history of Illinois today, it is in having a still productive mine on its trackage which continues to hold onto a market for its coal in an era when Illinois coal increasingly is losing market share in an ever more restrictive environmental climate.

To understand the history of this unusual route, let's examine it in several sections, and in the order that we will travel over them on the northbound trip today to Springfield and South Pekin.

The St. Louis Terminal Area: the TRRA and A&S

Leaving St. Louis, our train travels over one of several routes using tracks of the Terminal Railroad Association of St. Louis (TRRA), or a route which utilizes the Alton & Southern Railroad (A&S). Both of these railroads are terminal and switching companies which provide through routes in the St. Louis terminal district for the intercity freight railroads, as well as local switching and yard classification services.

There are several possible routes that our train might take over these railroads depending upon rail traffic conditions. Each of the routes are described in the route guide section of this pamphlet, which follows this article.

The Terminal Railroad Association of St. Louis

The Terminal Railroad Association of St. Louis (TRRA) was formed in 1889 under the aegis of the legendary railroad investor, Jay Gould. Gould at the time controlled two of the important systems serving St. Louis, the Missouri Pacific and the Wabash, as well as the Eads Bridge, the Wiggins Ferry across the Mississippi, the company operating St. Louis' first Union Depot, and the railway which operated the tracks across the Eads Bridge and through the tunnel in downtown St. Louis (today used by MetroLink) which served as the west approach to the bridge. For Gould, the formation of the TRRA was in part a means to provide a solid link between all of his properties, and particularly to ensure a neutral connection between his Wabash lines on the east and west banks of the river, and his Missouri Pacific on the west bank. But it also assured him and the major railroads who were initially admitted to joint ownership of the TRRA (others were admitted in later years) that none of the trunk line intercity railroads would come to dominate the St. Louis terminal district, and particularly the vital river crossings. Thus through its history the TRRA would own and operate most (and today, all) of the rail crossings of the Mississippi, and a vast complex of trackage, yards and servicing facilities which provided interconnections between the trunk line intercity railroads. TRRA would also in 1894 provide St. Louis with perhaps its greatest landmark until the construction of the Gateway Arch: the great St. Louis Union Station, throughout its history one of the largest, most magnificent, and busiest rail passenger terminals in the nation.



The Alton & Southern



The Alton & Southern had a quite different beginning and original purpose, even though today it and the TRRA perform similar functions. The A&S was incorporated in 1913 by the Aluminum Ore Company (later Aluminum Company of America, or Alcoa), and was primarily built to serve the company's large reduction plant at Alorton (short for **Al**uminum **Ore** **T**own), located just outside of East St. Louis. When economic factors led Alcoa to close the plant in 1958, the A&S was courted by several railroads who valued its unique position in the rail network of the St. Louis region: a broad "outer belt" route around the congested East St. Louis - Granite City, Ill. area, connecting with most of the railroads coming into St. Louis from the east. In 1968 the Interstate Commerce Commission approved joint ownership of the A&S by the Missouri Pacific and the Chicago & North Western (C&NW). In 1973 C&NW sold its half interest to the St. Louis Southwestern, or Cotton Belt, a subsidiary of the Southern Pacific. Southern

Pacific / Cotton Belt and Missouri Pacific successor Union Pacific jointly owned the A&S thereafter.

From Madison Northward:

The CP&StL, Litchfield & Madison, and C&NW

After leaving the tracks of the TRRA at Madison, Ill, or those of the A&S at AA Siding near Granite City, Ill., we will travel on trackage from that point to South Pekin which was for many years was owned and operated by the Chicago & North Western (C&NW), and which became part of the Union Pacific after the merger of C&NW into the Union Pacific system in 1995.

North of Benld, our route today was always owned and operated by the Chicago & North Western or its subsidiaries. However, prior to its ownership by C&NW beginning in 1958, the south end of this line, between Madison and Benld, was owned and operated by the Litchfield & Madison (L&M), headquartered in the town of Edwardsville, Ill., though which our train will pass. Litchfield & Madison had one of the interesting and most complex corporate histories of any railroad in Illinois. To understand that history, and the origins of much of the route we will travel today, it is necessary to examine the history of the L&M's primary predecessor, the Chicago, Peoria & St. Louis (CP&StL). CP&StL's checkered history, in turn, directly sets the stage for the construction of the C&NW between Benld and South Pekin, and C&NW's eventual absorption of the L&M in 1958.

Origins of the CP&StL

The formation of the Chicago, Peoria & St. Louis (CP&StL) dates to 1887, and its creation from three small predecessor railroads in north central Illinois. Initially, the CP&StL operated south of Peoria on three routes: to Havana, located on the Illinois River south of Peoria; and on two lines which ran from Havana to Springfield, and from Havana to Litchfield, about 50 miles north of St. Louis. The latter was in part via the Jacksonville Southeastern Line (JSEL).

In late 1889 members of the Hook family of Jacksonville, Ill. along with their associates formed the Peoria, Springfield & St. Louis Railway (PS&StL) to create the final, southernmost link south of Litchfield for a continuous route from Peoria to St. Louis. The result of their efforts created a rail route which, although under the ownership of three companies, allowed a continuous line of operation between the two cities:

- From Peoria to Havana, the route was on the tracks of the CP&StL.
- From Havana through Jacksonville, Waverly and Girard to Litchfield, the route followed the tracks of the Hook investors' Jacksonville Southeastern Line (JSEL).

- South of Litchfield, the new Peoria, Springfield & St. Louis was built in 1889 and 1890 from Litchfield through Mount Olive, Staunton, the point which would later be known as DeCamp (a junction on our route today), Edwardsville and Glen Carbon (also both on our route today).

The line probably reached Glen Carbon in early 1890, and into the heart of the St. Louis terminal district via its own line and trackage rights over other companies' tracks in 1891. When the PS&StL was completed it was merged into its parent, the CP&StL. Thus by 1892 the CP&StL had a presence in St. Louis, and operated a continuous route between St. Louis and Peoria.



Expansion and Contraction

The Hook interests were, however, not entirely satisfied with this route system. Traffic prospects would be better, they realized, if the Peoria to St. Louis trains could travel through Springfield, rather than via the JSEL through the smaller communities of Jacksonville and Waverly west of Springfield. Thus the Hook syndicate leased the property of the North & South Railroad Company of Illinois, which ran between Springfield and Litchfield. With that action, two continuous routes existed south of Peoria and Havana: one via Jacksonville and Waverly to Litchfield and on the St. Louis, and one via Springfield to Litchfield and St. Louis.

The fortunes of the Hook family and their investors, however, soon soured during the financial panic of 1893. They lost control of the JSEL in 1894, taking away the Havana - Jacksonville - Waverly - Litchfield route. They then lost their lease of the North & South in 1895, eliminating the Springfield to Litchfield route. The result left the CP&StL a divided railroad with the middle part missing. On the north end was the line from Peoria to Havana and Springfield. On the south end was with the line from Litchfield to St. Louis. In the middle, between Springfield and Litchfield, there was nothing.

The Bluff Line

The now bifurcated but still resourceful CP&StL managed, however, to find another way to reach St. Louis. In early 1896 it concluded arrangements with the grandly named but not so grandly endowed St. Louis, Chicago & St. Paul, a small road operating southwestward from Springfield to the banks of the Mississippi River north of Alton. There it headed east along the river into Alton beneath the lovely bluffs which tower above the Father of Waters in that area, thus gaining its nickname, "The Bluff Line".

With the new routing worked out, CP&StL turned its trains onto the Bluff Line at Springfield, sending them southwestward through Waverly (and a crossing of its former JSEL route) and



on through Jerseyville, then into the Mississippi valley at Lock Haven, above Alton. CP&StL trains there turned east along the Bluff Line into Alton, Wood River and Granite City to a junction near East St. Louis. Somehow, the scenic but roundabout routing managed to work. Soon, the St. Louis,

Chicago & St. Paul was merged into CP&StL, and thereafter it was the CP&StL which would be known as "The Bluff Line".

Providing for an Orphan: Litchfield & Madison Is Born

With its through trains now running via the Bluff route and Alton, the CP&StL still had an orphaned branch to look after: the line from Litchfield south through Mount Olive, Staunton, Edwardsville, Glen Carbon and on to Madison and connections with other railroads serving St. Louis. This had been CP&StL's original main line into St. Louis before the Hooks' misfortune cut out the center of the route with the loss of the JSEL and North & South, and required rerouting via The Bluff Line.

Thus on March 1, 1900, the same day it absorbed the original Bluff Line, the CP&StL formed the Litchfield & Madison Railway Co. (L&M). The new company originally operated the L&M under lease, but soon found this undesirable. It then located a buyer in a new corporation, the Litchfield & Madison Railroad Co. That firm was owned by the Illinois Company, a New Jersey-based holding company which, in the Wall Street fashion of the day, was in turn held by still another holding company, the Utilities Power & Light Corp. For these holding companies, which had extensive electric utility and coal mining interests in the Midwest, the value of the L&M was clear: it served the heart of some of the richest coal fields in Central Illinois, and was close to the major population and industrial center of St. Louis, with its many railroad and river transportation connections.

The C&NW Builds Southward

The Chicago & North Western Railway (C&NW) also had its eye on the coal fields of Central Illinois south of Springfield. In 1901 it formed the first of several subsidiaries to build a railroad directly south from its main east-west line across Northern Illinois toward Peoria and the coal resources of the state's central region. Construction commenced in 1901 southward to near Peoria from the main line junction at Nelson, Ill. Then in 1904 a C&NW subsidiary, rather in the fashion of the

former CP&StL it would come to control, built a disconnected segment between Benld and Girard at the south end of the planned line, probably as a strategic move to forestall any competitor from building into or out of the Macoupin County



coal fields toward Peoria and Chicago. Finally, another subsidiary closed the gap in the middle between Girard and Peoria in 1913, providing C&NW with a continuous route from Nelson all the way to Benld.

For thirteen years, C&NW was content to tap the rich coal veins of Macoupin County near and north of Benld; indeed, the mines of the region were one of the North Western's principal sources of locomotive coal. But in 1926, its neighbor to the south, Litchfield & Madison, still controlled by the utility conglomerate, completed a short connection from DeCamp, on the old, orphaned section of the former CP&StL, up to the North



Even well into the period of C&NW's control of the company, Litchfield & Madison, which called itself "The St. Louis Gateway Route" after the connection between DeCamp and Benld was completed, maintained its general offices at its depot in Edwardsville. Photo: Barriger Railroad Collection, St. Louis Mercantile Library.

Western at Benld. This gave the L&M an important traffic outlet to the north via the C&NW as well as its existing connections with the Wabash, New York Central (Big Four) and Burlington at Litchfield. For the C&NW, it opened up a route into the St. Louis gateway.

The North Western Takes Control

As the L&M demonstrated its strategic importance, C&NW gradually accumulated stock in the company until it owned more than a 97 percent interest. Finally, on January 2, 1958, Litchfield & Madison was merged into the Chicago & North Western. The segments from Mount Olive to Litchfield, and from DeCamp to Mount Olive were both soon abandoned, and their status as the remnants of the orphaned south end of the Hooks' old CP&StL was forgotten. C&NW operated the route from Madison to Nelson, made up of so many pieces of the shattered dreams of railroad entrepreneurs, as one continuous route. Its successor, Union Pacific Railroad, into which C&NW was merged in 1995, continues to do so today.



Along the Way: A Guide to the Route

Union Pacific Railroad St. Louis Service Unit, Sedalia Subdivision and Iowa Service Unit, Madison Subdivision Alton & Southern Railroad and the Terminal Railroad Association of St. Louis

Former stations no longer in service are indicated by brackets []. Other non-station locations of interest are indicated by asterisk *.

TRRA Milepost

Milepost (MP) and station name or location of interest

Union Pacific Sedalia Subdivision Milepost

3.4 Compress Track *

This siding in central St. Louis is named for its location near the site of the former St. Louis Cotton Compress Company. Our excursion begins here on the Union Pacific's ex-Missouri Pacific Sedalia Subdivision, UP's busy line to Kansas City, of which we will cover only 3.4 miles today.

2.3 Grand Avenue

Junction with the Burlington Northern (ex-St. Louis - San Francisco Railway, or Frisco Lines) and the Terminal Railroad Association of St. Louis (TRRA). The MetroLink light rail line, completed in 1993, is visible just to the north (left) of the train following the former TRRA and Norfolk & Western (ex-Wabash) right-of-way.

1.9 Ewing Avenue *

To the right (south) is the former diesel shop for Union Pacific predecessor Missouri Pacific. This facility serviced locomotives used in the St. Louis area as well as passenger engines for MoPac trains out of Union Station. A larger facility was located across the river at Dupo, Ill. The consolidation of diesel maintenance shops led to the closing of both facilities in the 1980s.

0.5 St. Louis

Our train heads east along the south side of the Mill Creek valley opposite Union Station, following the historic low-gradient east-west corridor for railroads in St. Louis. Near the 14th Street viaduct just east of Union Station, we will pass near the site where on July 4, 1851, St. Louis mayor Luther Kennett broke ground for the construction of the Pacific Railroad of Missouri, the first railroad west of the Mississippi.

0.0 Gratiot St. (Tower and MacArthur West Approach)

This busy tower, operated by TRRA, controls all movements in and out of the east end of the Mill Creek valley. Here we enter TRRA trackage for the trip across the Mississippi River on the rail-only lower deck of the MacArthur Bridge, or diverge to the north (left) onto the TRRA Merchants route north along the riverfront and the river crossing on the Merchants Bridge.

There are two rail crossings of the Mississippi River at St. Louis. One is via the MacArthur Bridge downtown and the other via the Merchants Bridge, several miles north of downtown. Depending upon traffic conditions, our train today may use both bridges – one when leaving St. Louis and the other upon our return; or it may use only one of the two bridges on both the outbound and inbound trips.

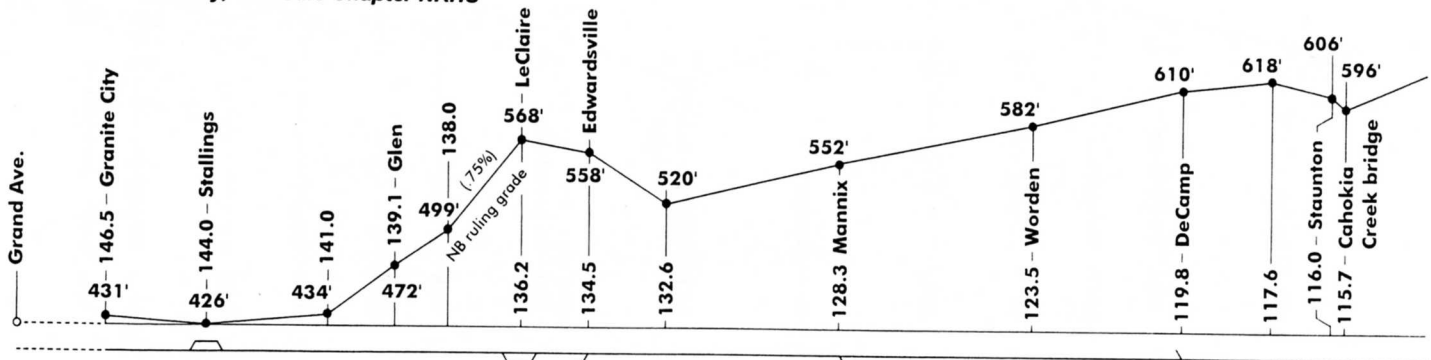
The possible routings using these bridges are all described below. Your car host will announce the route to be taken once it is known from the railroad dispatcher and train crew to enable you to follow our progress and learn something about the rail transportation history and present day operations of these routes.

Routes A-1, A-2 and A-3 are via the MacArthur Bridge. Route B-1 is via the Merchants Bridge.

Routes A-1, A-2 and A-3 VIA THE MAC ARTHUR BRIDGE

If our train uses the MacArthur Bridge across the Mississippi River, there are three routes our train may take on the Illinois side. The first route, Route A-1, goes straight across the bridge, then follows the Alton & Southern Railroad on an outer belt route around East St. Louis and Granite City to a point near Granite City, Ill. The other two routes, Routes A-2

Route profile and track schematic
By Brian T. McQuitty, St. Louis Chapter NRHS



and A-3, use the north approach from the bridge on the Illinois side, cross over Interstate 55/64/70, and traverse one of two routes on TRRA trackage through the east side to Madison, Ill.

Route A-1 – The Alton & Southern Route

TRRA Milepost

0.0 Gratiot St. (Tower and MacArthur West Approach)

Proceeding up the west approach of the MacArthur Bridge (built 1910-1916), the dramatic skyline of downtown St. Louis is visible to the north (left) while the south approach from the UP's ex-Missouri Pacific Lesperance Street Yard and the Anheuser-Busch-owned Manufacturers Railway joins from the right. At the east end of the main spans on the Illinois side, the north approach from the former Relay Depot at downtown East St. Louis diverges to the left. The MacArthur Bridge, originally called the Municipal Bridge, was built by the City of St. Louis to provide a competitive river crossing to the Eads and Merchants Bridges, then both owned by the TRRA. In 1989, the TRRA swapped the Eads Bridge to the city for the MacArthur Bridge to enable the Eads' lower rail deck to be utilized by the new MetroLink light rail transit system.

1.0 Junction with North Approach* ("Pennsylvania Switch")

The north approach to the MacArthur Bridge diverges here to the left. The nickname "Pennsylvania Switch" used by railroaders had its origin on January 15, 1940, when the crack St. Louis to New York passenger train, the *Spirit of St. Louis*, of the former Pennsylvania Railroad (or PRR, or 'Penny', today part of Conrail) was the first regularly scheduled passenger train to use the MacArthur Bridge and its north approach between St. Louis and Relay Depot in East St. Louis, Ill.

2.7 Junction with East Approach *

The connection with the Union Pacific's Chester Subdivision to Chester, Ill., Poplar Bluff, Mo., and points in Arkansas and Texas curves off to the south (right).

Alton & Southern Railroad Milepost

4.0 Gateway Yard (North End) and MacArthur Bridge East Approach *

3.5 miles from Gratiot Street. To the right is the Alton & Southern Railroad's vast Gateway Yard, the St. Louis area's largest classification yard. Here thousands of freight cars are switched, or classified, by the A&S daily for several major

railroads, including Union Pacific, CSXT, Southern Pacific and Conrail. The yard has two "humps", or small manmade hills. Switch engines push groups of cars up one side of each hump. At the top of the hump the cars are uncoupled and allowed to roll by gravity down the other side of the hump. They are braked by computer-controlled retarders located in the tracks, which press against the wheels to slow the car to a safe coupling speed. As the cars roll down into the vast multi-track yard, track switches are also remotely set by computer to direct each car into the proper track for inclusion in its outgoing train.

4.5 NS Crossing

The Norfolk Southern (ex-Southern Railway) line to Louisville crosses here. From this point to the north end of the A&S at Lenox, the route has never hosted scheduled passenger service. For several years, Amtrak's *River Cities* bound for Centralia, Ill. used the A&S between Gratiot St. and this junction.

[6.8 L&N Crossing]

Abandoned crossing with the former Louisville & Nashville Railroad. This line was abandoned by CSX Transportation in 1989 from East St. Louis to Belleville. Part of the route is planned for use in part of the new extension of the MetroLink light rail transit system to the new Mid-America Airport at Scott Air Force Base, east of Belleville.

8.1 I-64 Overpass *

9.8 HN Cabin (Hanover)

Three tracks of two railroads are crossed in quick succession. The first track is the CSXT (ex-B&O) line to Vincennes and Cincinnati. The next two tracks are Conrail's ex-Pennsylvania Railroad line to Indianapolis.

10.5 Long Siding

The tracks here cross Horseshoe Lake twice on causeways. This is an oxbow lake, a silted-off meander of the Mississippi River. Watch to the east (right) for a glimpse of Monk's Mound, the largest man-made earthen structure of pre-Columbian origin in the nation. It was built by a civilization that occupied the area from about 800 to 1500 A.D., and may have had a peak population of 40,000. Designated a World Heritage Site by the United Nations, it is within Cahokia Mounds State Park.

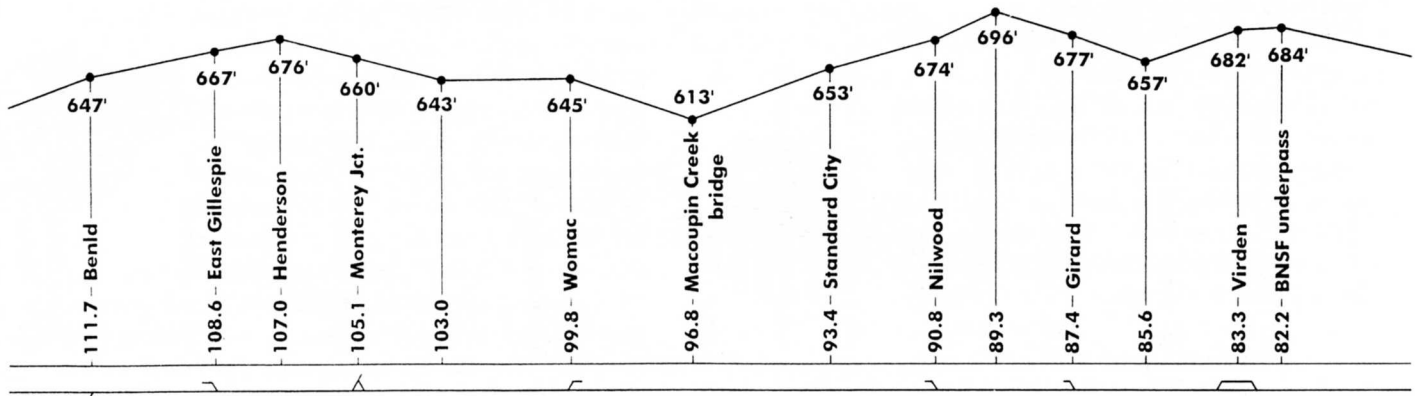
11.0 I-55/I-70 Overpass *

12.5 Horseshoe

The lowest point on our St. Louis - South Pekin route, 409 feet above sea level.

13.6 Double Track Junction

14.6 NKP Siding



14.7 NS-CNW Crossing

Our train first crosses the tracks of the former Nickel Plate, then the Union Pacific's Madison subdivision, formerly the Chicago & North Western. To the left are the blast furnaces of the Granite City Steel Division of National Steel Company.

16.7 AA Siding

This is the interchange track to the UP's former C&NW line, and is known as Granite City on UP's Madison Sub. Our train here takes the diverging switch to the right to cross over to the route which we will use for the rest of the trip to South Pekin.

Guide continues on p. 10 from AA Siding / Granite City to South Pekin

Route A-2 – The Stockyards Route

TRRA Milepost

0.0 Gratiot St. (Tower and MacArthur West Approach)

Proceeding up the west approach of the MacArthur Bridge (built 1910-1916), the dramatic skyline of downtown St. Louis is visible to the north (left) while the south approach from the UP's ex-Missouri Pacific Lesperance Street Yard and the Anheuser-Busch-owned Manufacturers Railway joins from the right. At the east end of the main spans on the Illinois side, the north approach from the former Relay Depot at downtown East St. Louis diverges to the left. The MacArthur Bridge, originally called the Municipal Bridge, was built by the City of St. Louis to provide a competitive river crossing to the Eads and Merchants Bridges, then both owned by the TRRA. In 1989, the TRRA swapped the Eads Bridge to the city for the MacArthur Bridge to enable the Eads' lower rail deck to be utilized by the new MetroLink light rail transit system.

1.0 Junction with North Approach* ("Pennsylvania Switch")

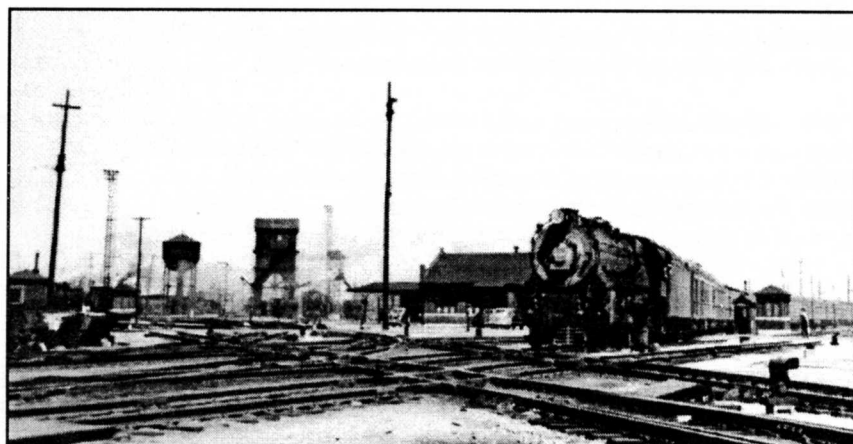
The north approach to the MacArthur Bridge diverges here to the left. The nickname "Pennsylvania Switch" used by railroaders had its origin on January 15, 1940, when the crack St. Louis to New York passenger train, the *Spirit of St. Louis*, of the former Pennsylvania Railroad (or PRR, or 'Pennsy', today part of Conrail) was the first regularly scheduled passenger train to use the MacArthur Bridge and its north approach between St. Louis and Relay Depot in East St. Louis, Ill.

Relative TRRA Milepost

2.0 Q Tower (Relay Junction)

This tower, visible to the left of our train, once controlled a complex maze of trackage at this location, also previously known as Relay Junction. The tower is no longer manned, and is mainly used today by TRRA as an equipment storage building. The site of the former Relay Depot, serving East St. Louis, may be seen to the right of the train.

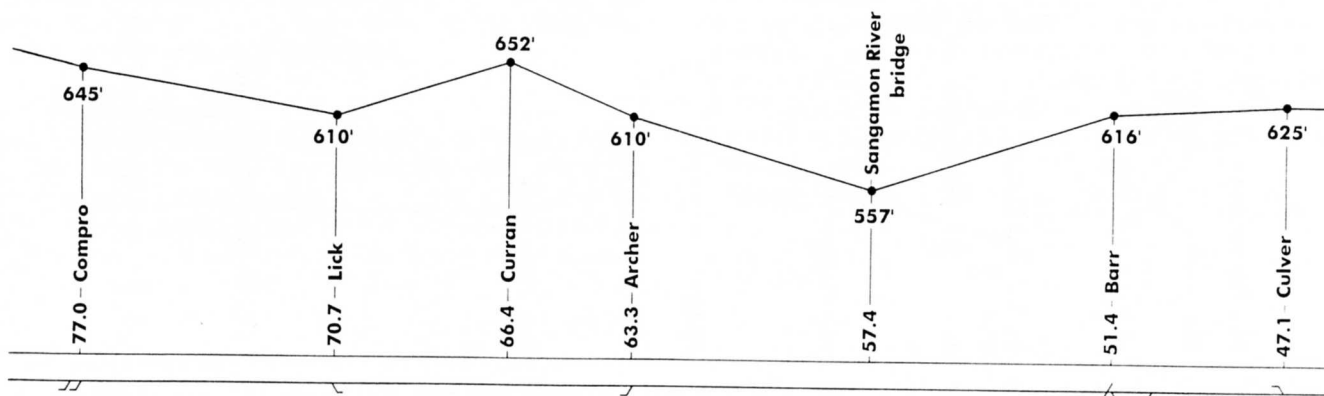
After passing Q Tower, our train heads northeastward onto TRRA trackage built by its former subsidiary, the East St. Louis Belt Railroad. The large open area we soon pass through was the site of the TRRA's former Ranging Yard and CD (Central District) Yard. After crossing Illinois Highway 3, the track skirts the western edge of the National Stockyards complex.



The Pennsylvania Railroad's westbound passenger train, the Spirit of St. Louis, pulls out of busy Relay Station, East St. Louis, in 1936, headed for Eads Bridge and St. Louis Union Station. The tracks to the lower left led to Eads Bridge; those to the lower right to routes south and the north approach of the MacArthur Bridge; and those ahead (toward the water tank and coaling tower) to Bridge Jct. and Brooklyn Jct. Q Tower is behind the photographer at this complex junction, a mere shadow of its former self today. The light towers in the distance are for TRRA's CD and Ranging Yards. Photo: Barriger Railroad Collection, St. Louis Mercantile Library.

3.6 Brooklyn Jct.

Here our train leaves TRRA trackage and enters Norfolk Southern trackage built by a predecessor of the Illinois Terminal Railroad, the St. Louis, Troy & Eastern. Union Pacific's predecessor company on this route, Chicago & North Western, gained trackage rights on the IT / StLT&E from here to Madison through its predecessors Litchfield & Madison, and Chicago, Peoria & St. Louis.



The Brooklyn Shops of the TRRA may be seen to the south (right). Near the Brooklyn Shops our train will cross at grade Norfolk Southern's ex-Southern Railway Venice & Carondelet Belt ("V&C Belt") line, running from near the riverfront in Brooklyn to the southeast corner of East St. Louis.

4.3 CP Jct.

CP Jct. gained its name from the former Chicago, Peoria & St. Louis (CP&StL), an early predecessor company of today's Union Pacific on this route. The junction has long been one of the busiest junctions in the St. Louis area. It is located at the south end of Madison Yard, TRRA's principal classification yard today, which is visible to the north (left). With Alton & Southern's Gateway Yard, Madison Yard is one of two hump-retarder classification yards in the St. Louis area.

Here our train will first cross the tracks of TRRA's predecessor subsidiary, the East St. Louis Junction Railroad, and then TRRA's paralleling Illinois Transfer Railroad. The latter forms an important "inner belt" route around the eastern edge of East St. Louis used today by through trains of several railroads.

5.5 Madison

Here our train leaves the former joint C&NW - L&M - IT - StLT&E trackage we have traversed from Brooklyn Jct., and enters the trackage today owned and operated by Union Pacific through its absorption of the former Chicago & North Western in 1995. We will travel on UP, ex-C&NW trackage for the remainder of our trip to South Pekin. Milepost 149.3 on the UP Madison Subdivision.

Guide continues on p. 10 from Madison to South Pekin

Route A-3 – The Bridge Junction Route

TRRA Milepost

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utilized by the new MetroLink light rail transit system.

1.0 Junction with North Approach* ("Pennsylvania Switch")

The north approach to the MacArthur Bridge diverges here to the left. The nickname "Pennsylvania Switch" used by railroaders had its origin on January 15, 1940, when the crack St. Louis to New York passenger train, the *Spirit of St. Louis*, of the former Pennsylvania Railroad (or PRR, or 'Pennsy', today part of Conrail) was the first regularly scheduled passenger train to use the MacArthur Bridge and its north approach between St. Louis and Relay Depot in East St. Louis, Ill.

Relative TRRA Milepost

2.0 Q Tower (Relay Junction)

This tower, visible to the left of our train, once controlled a complex maze of trackage at this location, also previously known as Relay Junction. The tower is no longer manned, and is mainly used today by TRRA as an equipment storage building. The site of the former Relay Depot, serving East St. Louis, may be seen to the right of the train. For a picture of the junction in 1936, see page 7.

After passing Q Tower, our train heads northward parallel to the river on TRRA trackage to Bridge Jct.

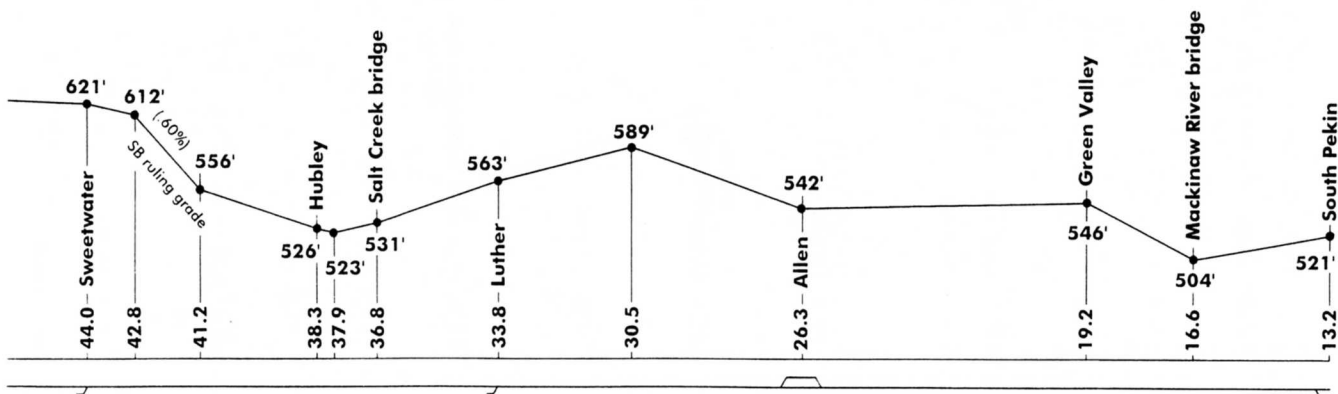
2.7 Bridge Jct.

At this once complex and very busy junction, the trackage of nine railroads once converged, all at grade, on some fourteen different routes to all points of the compass. One of the principal funnel points of the St. Louis terminal, the junction grew up to serve routings to riverfront freight houses, depots and ferry terminals even before the completion of the Eads Bridge, from which it received its name after the bridge was opened in 1874.

Here our train leaves TRRA trackage and enters Norfolk Southern trackage built by a predecessor of the NS predecessor subsidiary, Illinois Terminal Railroad, the St. Louis, Troy & Eastern. Union Pacific's predecessor company on this route, Chicago & North Western, gained trackage rights on the IT / StLT&E from here to Madison through its predecessors Litchfield & Madison, and Chicago, Peoria & St. Louis.

3.5 Brooklyn Jct.

The Brooklyn Shops of the TRRA may be seen to the south (right). Near the Brooklyn Shops our train will cross at grade Norfolk Southern's ex-Southern Railway Venice & Carondelet Belt ("V&C Belt") line, running from near the riverfront in Brooklyn to the southeast corner of East St. Louis.



4.2 CP Jct.

CP Jct. gained its name from the former Chicago, Peoria & St. Louis (CP&StL), an early predecessor company of today's Union Pacific on this route. The junction has long been one of the busiest junctions in the St. Louis area. It is located at the south end of Madison Yard, TRRA's principal classification yard today, which is visible to the north (left). With Alton & Southern's Gateway Yard, Madison Yard is one of two hump-retarder classification yards in the St. Louis area.

Here our train will first cross the tracks of TRRA's predecessor subsidiary, the East St. Louis Junction Railroad, and then TRRA's paralleling Illinois Transfer Railroad. The latter forms an important "inner belt" route around the eastern edge of East St. Louis used today by through trains of several railroads.

5.4 Madison

Here our train leaves the former joint C&NW - L&M - IT - StLT&E trackage we have traversed from Brooklyn Jct., and enters the trackage today owned and operated by Union Pacific through its absorption of the former Chicago & North Western in 1995. We will travel on UP, ex-C&NW trackage for the remainder of our trip to South Pekin. Milepost 149.3 on the UP Madison Subdivision.

Guide continues on p. 10 from Madison to South Pekin

Route B-1

VIA THE MERCHANTS BRIDGE

If our train uses the Merchants Bridge across the Mississippi River, our route will be as follows.

Route B-1 – The Merchants Bridge / Eastern Connection Route

TRRA Milepost

1.1 Gratiot Street

2.3 Eads Bridge *

After passing through three tunnels through the Gateway Arch grounds, our train passes under the west approach to this historic bridge, the first across the Mississippi at St. Louis, completed in 1874.

2.7 Biddle Street

The tracks here curve to the left off the elevated structure along the riverfront and onto the low bluff just north of downtown and the Laclede's Landing entertainment district.

3.9 North Market Street

Junction with Burlington Northern Santa Fe's ex-BN, nee Chicago, Burlington & Quincy route north along the Mississippi to Hannibal and Quincy, Ill.

4.9 Bremen Avenue

At this junction, TRRA tracks for the Merchants Bridge diverge to the right from the TRRA line continuing north along the riverfront to a connection at May St. with the north leg of the Merchants Bridge approach, and Norfolk Southern's ex-N&W, nee-Wabash line to its Luther Yard. The former TRRA Bremen Yard was located to the right.

5.8 West Approach

Located at the apex of the junction between the north and south approaches to the Merchants Bridge, this point once had an interlocking tower between the two approaches to control traffic onto the bridge. The bridge was built for the St. Louis Merchants Bridge Company, a subsidiary of the St. Louis Merchants Bridge Terminal Railway Company. Both companies were formed in 1887 to build and operate the Merchants Bridge and its approaches as an alternative to the TRRA-owned Eads Bridge close to downtown.

The Merchants Bridge was erected in 1889 and 1890 by the Keystone Bridge Company, a firm controlled by steel magnate Andrew Carnegie. It was completed on March 18, 1890. Its three main truss spans total 1600 feet in length and are about 70 feet above the normal river level. Its east and west approaches are 5,800 feet and 3,600 feet long with maximum grades of 1.2% and 1.5% respectively. Through a complex series of leases and corporate reorganizations beginning in 1893, the bridge and both of its parent companies gradually came under TRRA control, and eventually its full ownership.

In 1941 some 44 passenger trains along with numerous freight trains used the bridge each day; by 1966 there were still 18 passenger trains per day. Today the bridge is used by TRRA, Norfolk Southern, Amtrak, Burlington Northern Santa Fe, and Union Pacific.

7.3 East Approach - SH Interlocking

At the end of the east approach to the bridge, this was the location on the left of the former SH Tower. It controlled the complex east bridge approach junction.

To the south (right) side of the train just past the site of the former SH Tower is Madison Yard, the TRRA's principal classification yard. The yard has a "hump", or small manmade hill. Switch engines push groups of cars up one side of the hump. At the top of the hump the cars are uncoupled and allowed to roll by gravity down the other side of the hump. They are braked by computer-controlled retarders located in the tracks, which press against the wheels to slow the car to a safe coupling speed. As the cars roll down into the vast multi-track yard, track switches are also remotely set by computer to direct each car into the proper track for inclusion in its outgoing train.

From here our train will use a section of track known as the Eastern Connection to reach the UP's Madison subdivision. At one time trains of the Nickel Plate, Illinois Central and Litchfield & Madison used the Eastern Connection.

8.3 Madison

Here our train leaves the TRRA and enters trackage today owned and operated by Union Pacific through its absorption of the former Chicago & North Western in 1995. We will travel on UP, ex-C&NW trackage for the remainder of our trip to South Pekin. Milepost 149.3 on the UP Madison Subdivision.

Guide continues on p. 10 from Madison to South Pekin

Main Line Route MADISON OR GRANITE CITY TO SOUTH PEKIN

After traversing one of several routes via A&S or TRRA in the St. Louis terminal area, our train enters Union Pacific ex-Chicago & North Western main line trackage at Madison (if via TRRA) or Granite City (known as AA Siding on the A&S) if via the A&S for the remainder of our trip to South Pekin.

Union Pacific Madison Subdivision Milepost

149.3 Madison

Pop. 4,629. Here our train leaves TRRA trackage and enters UP's Madison Subdivision main line route if we use Routes A-2, A-3 or B-1 to leave St. Louis. The town was platted in 1889 by the same syndicate of St. Louis industrialists who built the Merchants Bridge. Incorporated in 1891, Madison soon had railroad car shops, an oil barrel factory, and then foundries. Today the city's economy is still based on heavy industry. For the next 15 miles our route parallels the tracks of the Norfolk Southern's Madison branch to Coffeen, Ill., formerly the Nickel Plate's Toledo to St. Louis line.

[148.6 L&M Jct.]

The Norfolk Southern's former Alton & Eastern (A&E) line to Granite City branches off to the left.

147.8 ALS

Our tracks cross those of the Alton & Southern Railroad, the switching and belt railroad around the Metro East. This location was known as A&S on the C&NW.

146.5 Granite City

Formerly known as Cochem on the C&NW. Location of AA Siding on the A&S, where our train will leave the A&S and enter UP's Madison Subdivision main line if we travel via the A&S out of St. Louis (Route A-1).

144.0 Stallings

8,403-foot siding. Our tracks pass beneath I-255.

[139.1 Glen (Glen Carbon)]

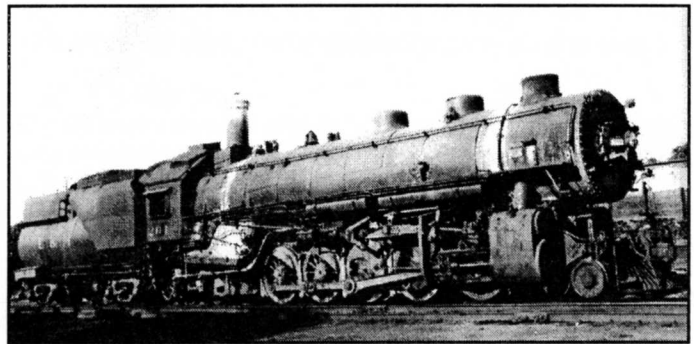
Pop. 9,280. Situated on the bluffs and along the sides of a valley which opens onto the American Bottoms, the village was originally part of what was known as the "Goshen Settlement." The oldest in Madison County, the Goshen Settlement was founded in 1801 by the first permanent settler of the county, Colonel Samuel Judy. The settlement was the hub of a rich agricultural region which became one of the most productive farming communities of Madison County. However the principal reason leading to the incorporation of the village was the rich vein of coal beneath. In 1892, when the town was incorporated, the Madison Coal Company was operating two mines and a coal washer. By the turn of the century a large brick yard operated by the St. Louis Press Brick Company was located here and reportedly supplied all of the brick for the 1904 World's Fair in St. Louis. Unfortunately, the brick works closed in 1906 and the mines in 1930, leaving Glen Carbon to depend on its proximity to other work centers for its survival. The completion of nearby Interstate 270 and the subsequent expansion of the St. Louis metropolitan area enveloped the village in the 1970s, resulting in population growth rate of 174 percent between 1970 and 1980. Today the village has become a residential suburb of St. Louis.

Glen Carbon was an important junction for the C&NW and its predecessors. The St. Louis & Eastern (later the Illinois Central)

left our route to the right and crossed the parallel Nickel Plate line. Controlling the rail traffic at the busy crossing of the three railroads was the now-demolished Glen Tower, built around 1900, and located to the right. Today the abandoned IC line is the Ronald J. Foster Glen Carbon Heritage Trail.

136.2 LeClaire

Also spelled LeClaire on some time tables, and most maps. Site of the former LeClaire Tower and once a crossing of several former Illinois Terminal lines. Located at the top of the grade out of the vast American Bottoms, the town, normally spelled LeClaire, was founded by N.O. Nelson, a St. Louis plumbing fixture manufacturer. He envisioned an ideal industrial village with the "simple, rational commonsense of making work and homes decent under favorable conditions," as opposed to the slums and inner city life of St. Louis. The high point for the town was around 1912. By 1918, after a disastrous attempt to improve the lives of the poor of New Orleans through a cooperative association, Nelson and his company were bankrupt. Never incorporated, LeClaire was annexed by Edwardsville in 1934. Today the area is known as the LeClaire Historic District. With most buildings remaining in their original forms, it is on the National Register of Historic Places.



C&NW predecessor Litchfield & Madison rostered a fleet of big 2-8-2 steam engines, and several of these husky 2-10-2 engines to handle its heavy coal trains. Both classes were maintained at the road's shop in Edwardsville. Photo: Barriger Railroad Collection, Mercantile Library.

134.5 Edwardsville

Pop. 16,766. The county seat of Madison County, it was platted in 1813 and incorporated six years later. The city is named for Ninian Edwards, Governor of Illinois Territory from 1809 to 1818, and one of the first landowners in the vicinity. Coal mining began here in 1855, and by 1894 consisted of four mines producing 155,000 tons per year. The home of eight Illinois governors in the 19th century, the town has a monument to Edward Coles, the second governor of the state, honoring him for his influence in retaining a constitutional ban against slavery in Illinois. Today, Edwardsville is home to a branch of Southern Illinois University. The former Nickel Plate Route depot can be seen on the right, near the former N.O. Nelson plant. It is across the tracks from its original location. The former Litchfield & Madison shop, now the site of a railroad passenger car rebuilder, can be seen on the right shortly after the ex-NKP - Norfolk Southern line diverges.

[128.3 Mannix]

Wedge between two intersecting roads, this location was sometimes spelled Manix. Until recently there was a stub siding here, the former house track for the station, that was used to deliver gravel for the local roads. Just north of the second road crossing is Love siding.

[123.5 Worden]

Pop. 896. Founded in 1870 after Col. John C. Worden, a land developer from England, donated land for the right-of-way for the Decatur & East St. Louis, later the Wabash Railroad. The original settlement, on the south side of town, was named Lamb's Point, where John Lamb, a native of Tennessee, settled and built a sawmill. A post office was established under that name but was renamed New Hampton in 1857 after it was moved to the home of Hampton Wall. In 1860 Wall laid out the town of New Hampton around his home and established a store. Colonel Worden bought the store (and the town) from Wall in 1867 and platted an addition on the north side of the town. When the railroad came through it named its station Worden in recognition of his donation and New Hampton disappeared. Eventually he became Worden's railroad agent, postmaster, and deputy sheriff. As did many others in the region, the town began to develop around a deep-shaft coal mine started in 1876 by the Worden Mining Company. A creamery, grain elevator and several mercantile stores were built, and by 1912 the population had grown to 1,200. The mine closed in the 1940s, and with it went the fortunes of the town. Today many people commute to jobs in St. Louis.

Our train passes under the Union Pacific's former Missouri Pacific Pana Subdivision from St. Louis to Villa Grove and Chicago. The Norfolk Southern's former Norfolk & Western, ex-Wabash St. Louis to Decatur line can again be seen paralleling to the left of our track.

119.8 DeCamp

Also known as Decamp on some maps and time tables. Here, where our track turn to the north (left), we leave the original route of the CP&St.L, later the Litchfield & Madison, to Mt. Olive, Ill. The line our train continues on was built by the C&NW to connect with the L&M in 1926. This place was known as DeCamp Jct. until the line to Mt. Olive was abandoned in 1970. In a few hundred yards our line crosses the Norfolk Southern's former Norfolk & Western, ex-Wabash Decatur-St.Louis line. A newly constructed connection between the Union Pacific and Norfolk Southern can be seen to the right immediately after the crossing.

116.1 Staunton

Pop. 4,806. Business track location. Our route passes along the western edge of town before crossing Cahokia Creek. The first settler in the area, a Virginian named John Wood, built a log cabin here in 1817. The town was laid out by Stephen Hicks in 1831 and is named for one of the early settlers. It was incorporated in 1859, the same year deep-shaft coal mining began. Mining and farm products developed as the major industries. The mines closed shortly before World War II but agriculture remains the main industry today.

[115.7 Cahokia Creek Bridge]**[112.7 Sawyerville]**

A small town that built up around a deep-shaft coal mine. It was incorporated in 1907.

111.7 Benld

Pop. 1,604. Business track location. Pronounced *Ben-eld* with the accent on the second syllable, it is named for *Ben L. Dorsey*, an early settler. Incorporated as a village in 1900 and became a city in 1930. The town's beginnings were based on coal mining, which continued until the late 1950s. Many European immigrants, especially from Italy and Russia, were brought to Benld to work the mines, leading to a peak population of 3,000 in 1930. After the mines closed the

population began a slow decrease as people began to take industrial jobs in surrounding communities.

Benld was originally the southern terminus for the C&NW, until a connection with the Litchfield & Madison was constructed southward to DeCamp in 1926. Facilities here included a nine-stall roundhouse and freight yard.

108.6 East Gillespie

Business track location for a steel fabricating plant. At one time the original main line of the Cleveland, Cincinnati, Chicago & St. Louis Railroad, known as the Big Four Route, and a predecessor subsidiary of the New York Central, crossed our track just south of Illinois route 16. That line was relegated to branch status when the NYC built a cutoff between Hillsboro and Mitchell, Ill. The line was abandoned in the mid-1960s.

[107.0 Henderson]**[105.4 Siding #3]****105.1 Monterey Jct.**

In the 1970s Monterey Coal Company's No. 1 Mine opened several miles west of here. To reach it, the C&NW built a 1.5-mile spur to the Illinois Terminal Railroad's former Peoria - St. Louis line, over which they used 2.18 miles of trackage rights. When the IT line was later abandoned C&NW bought its 2.18 miles, thus owning the entire 3.6 mile line to the mine. Trains are loaded on a large mine-owned loop track. Several utilities have purchased coal from the mine. Beginning in 1985 most of the coal from the mine was hauled by the C&NW to Edwardsville and then run over the N&W (today NS) line to the Central Illinois Public Service Co. generating station at Coffeen, Ill. This operation continues today, except that the railroads are the Union Pacific and Norfolk Southern, respectively.

99.8 Womac

Business track location.

[93.4 Standard City]

Pop. 128. A company town built for coal miners, incorporated in 1920. Only a fraction of the buildings remain, but the streets remain as they were originally laid out. Many of the houses in the village were Sears & Roebuck catalog houses, of which a few remain today. South of town to the east (right) the remains of the power plant built for the town may be seen.

[93.0 Schoper]**90.8 Nilwood**

Pop. 238. Business track location.

89.1 Southern Pacific Underpass *

Our tracks pass over Southern Pacific's St. Louis - Chicago line. Originally built as the Chicago and Alton Railroad, the line came under the ownership of the Gulf, Mobile & Ohio (GM&O) Railroad in 1947 and then the Illinois Central Gulf when the GM&O and the Illinois Central Railroad merged in 1972. In 1987 the line was sold to the Chicago, Missouri & Western Railroad which sold it to the Southern Pacific's SPCSL Corporation in 1990 after the CM&W filed for bankruptcy.

87.4 Girard

Pop. 2,164. Business track location.

83.3 Virden

Pop. 3,635. Business track location.

26	18	No. 1	Mls	January 1, 1927.	No. 2	No. 26	10
				(See Table 10.)			
		1155 P.M.		lvc. Chicago & arr.	7 00 A.M.		
		7 34 A.M.		lvc. + Sterling & arr.	8 55 P.M.		Mix.
		7 30 A.M.		lvc. Dixon & arr.	7 55 P.M.		P.M.
	Mix.	7 45 A.M.	0	lvc. Nelson & arr.	7 40 P.M.		1 55
	A.M.	8 25 P.	27	Normandy & arr.	6 55 P.		1 20
	9 09	8 40 P.	34	Manlius & arr.	6 40 P.		12 50
	9 36	9 01 P.	34	Buda & arr.	6 18 P.		12 01
	10 10	9 36 P.	47	Broadmoor & arr.	5 45 P.		11 00
		9 50 P.	58	Speer & arr.	5 16 P.		9 50
		10 01 P.	64	Akron & arr.	5 06 P.		
	Mix.	10 18 P.	72	Radnor & arr.	4 55 P.		8 45
	A.M.	11 00 A.M.	85	ar. + Peoria (U.D.) & lv.	14 15 P.M.	Mixed.	7 45
	1 50		93	South Pekin & arr.	1 15 P.M.		26 45
	7 40 P.M.		100	Green Valley & arr.	1 00 P.M.		A.M.
	9 50		131	Barr & arr.	10 35 A.M.		
	11 30		144	Archer & arr.	9 50 P.		
	1 15		168	Girard & arr.	7 50 P.		
	2 40		192	Benld & arr.	6 00 A.M.		

Although predecessor CP&StL had offered fairly extensive passenger service on our route south of DeCamp, and north of there via its various routes to Peoria, L&M and C&NW offered minimal service, concentrating instead on freight traffic. This 1927 C&NW time table shows one scheduled train from Chicago to Peoria, and mixed freight - passenger service from C&NW's main line junction at Nelson, Ill. to South Pekin, and from South Pekin to Benld. For its part, in 1927 L&M offered four trains each way daily between Glen Carbon and Madison only, probably as an accommodation for coal miners working in the mines at Glen Carbon. There was no connecting service between Glen Carbon and Benld. C&NW's service perished before World War II, and L&M's in September 1946. *Barriger Railroad Collection, St. Louis Mercantile Library.*

[82.5 Virden Jct.]

Former junction with the Burlington-Northern Santa Fe Railroad's ex-Chicago, Burlington & Quincy Beardstown Subdivision. The interchange track branched off to the east (right).

82.2 BNSF Underpass *

Our train passes over the tracks of the Burlington Northern Santa Fe's Beardstown subdivision, which runs from Galesburg, Ill. to Metropolis, Ill. on the Ohio River opposite Paducah, Ky.

77.0 Compro

Business track location for a plastics company and a fertilizer company. At one time a junction with the Pawnee Railroad which ran east from here through Auburn to Taylorville, Ill., and later became a branch of the Chicago & Illinois Midland.

70.7 Lick

Business track location for a grain elevator.

67.4 GWWR Underpass *

Our tracks pass over those of the Gateway Western Railroad's Springfield - Kansas City line, formerly the Chicago Missouri & Western, the Illinois Central, and the GM&O, respectively.

66.4 Curran *

Our tracks pass over those of the Norfolk Southern. This is the former Wabash line between Decatur, Ill., and Kansas City via Hannibal, Mo.

63.3 Archer (Springfield)

Passing siding and business track location for a grain elevator. On the western edge of Springfield, this is our stop for the Illinois capitol. Passengers detraining for the afternoon will board buses here for the short ride to the Springfield sites. Those of you who are continuing on the trip to South Pekin are asked to please stay on the train while we board our passengers from Springfield.

54.7 Sangamon River Bridge *

51.4 Barr

Illinois & Midland Railroad (ex-Chicago & Illinois Midland, or C&IM) crossing. A brick interlocking tower stood here until 1963 when it was destroyed in a collision between a C&NW and a C&IM train.

49.5 Barr Siding

10,503 foot passing siding.

47.1 Culver

44.0 Sweetwater

Business track locations for grain elevators.

[38.3 Hubley]

36.8 Salt Creek Bridge *

33.8 Luther

Business track location. At one time the Illinois Central's branch from Lincoln to Havana, Ill. crossed here at grade.

26.3 Allen

7,162 foot siding and storage track.

[19.2 Green Valley]

Pop. 745. Platted in October 1872 by Samuel Schureman. The town, which took its name from a nearby church, was built on land acquired by Schureman in 1852.

16.6 Mackinaw River Bridge *

13.2 South Pekin

Pop. 1,184. Union Pacific's crew change point for the Madison and Peoria subdivisions. South Pekin lies on the edge of the Illinois River valley five miles south of Pekin, and thirteen miles from Peoria. The town was laid out in 1911 by the Chicago & North Western Railway when they began to build their own line south from Pekin. The Illinois Central Railroad, which had come through the area long before the North Western, constructed a small yard on the east side of town for interchange with the C&NW. In March 1938 a tornado swept through the town killing 11 people. The second story of the station was destroyed and the smokestack of the roundhouse was blown down across the roundhouse itself. Warned of the advancing storm, several workers escaped injury by crawling into the firebox of a steam locomotive that was being repaired.

Railroad facilities at South Pekin included a 20-stall roundhouse and a large yard completed in 1913. A connecting track to the nearby Illinois Central line was also built. The yard was closed in 1982 and most of it removed by 1990. Today only some sidings, a maintenance building and a small office remain. The two-story brick depot can be seen to the west (left).

South Pekin is the northernmost point on our trip. As there is no facility to turn the train here, our engines will uncouple from the front of the train and "run around" on a side track to the rear of the train. Our train will get a new railroad crew who will take us back to St. Louis. Please note that dome seats do not turn and it is not feasible to turn coach seats with passengers on board. Thus passengers in fixed seats will have to ride backwards on the return trip.

— Rick Sprung and Mark Cedeck, St. Louis Chapter NRHS.

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